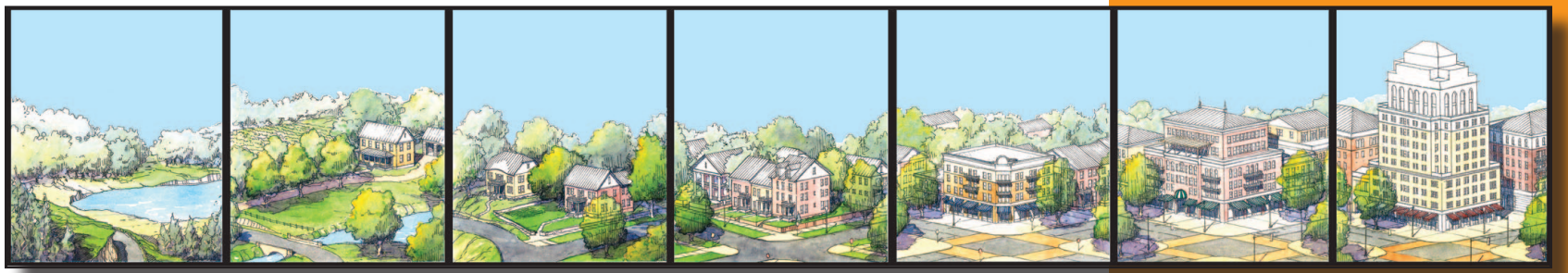
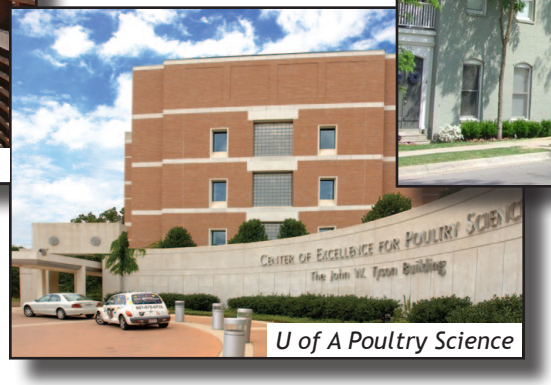
12 Guiding Policies



Lake Fayetteville Trail



U of A Poultry Science

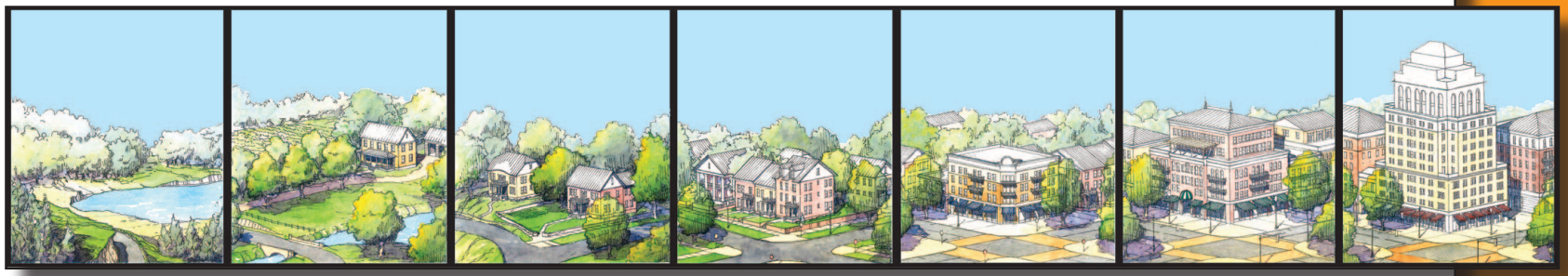
Charleston Place

CITY PLAN 2030

12.1 FUTURE LAND USE PLAN

12.1.1 Introduction

The Future Land Use Map identifies and promotes a form-based development pattern that recognizes a sequence of built environments, from natural or very rural to densely urban. Rather than separating land uses, form-based development patterns emphasize mixed uses at the neighborhood, block and building level. The Future Land Use map is a tool used by the community to envision change over time regarding land use variety, intensity or density.



Staff has developed a set of land use designations based upon current development patterns and the vision of future development patterns as expressed in City Plan 2030. These area designations are intended to provide general guidance for land use decisions that will shape development growth for the next twenty years.

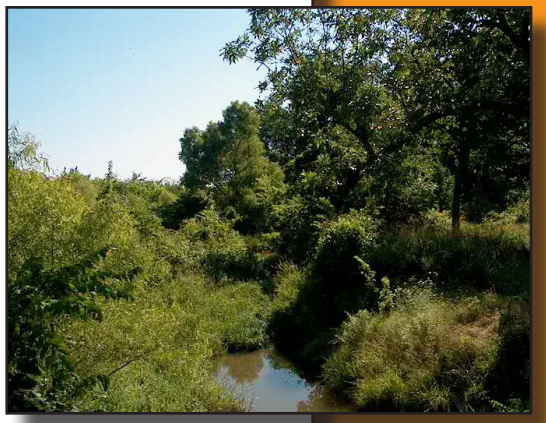
- **Natural Areas**
- **Rural Residential Areas**
- **Residential Neighborhood Areas**
- **City Neighborhood Areas**
- **Urban Center Areas**
- **Complete Neighborhood Plan Areas**
- **Civic and Private Open Space Areas/Parks**
- **Civic Institutional Areas**
- **Non-Municipal Government Areas**
- **Industrial Areas**
- **Complete Neighborhood Plans**

Each area is defined on the following pages and accompanied by examples and guiding policies. The Future Land Use Map is formally reviewed and updated by the Planning Commission and City Council every five years to reflect policy decisions and changing circumstances.

12.1.2 Future Land Use Map Designations

Natural Areas:

Natural Areas consist of lands approximating or reverting to a wilderness condition, including those with limited development potential due to topography, hydrology, vegetation or value as an environmental resource. These resources can include stream and wildlife corridors, as well as natural hubs and cores, as identified in the FNHA study, many of which make up the backbone of the enduring green network. A ***Natural Area*** designation would encourage a development pattern that requires conservation and preservation, prevents degradation of these areas, and would utilize the principles of low impact development for all construction.



Clabber Creek

Lake Wilson

Guiding Policies:

a. Preserve a network of habitat and open space, protecting biodiversity and enhancing the City's quality of life.
b. Preserve native vegetation and meet the habitat needs of multiple species.
c. Encourage recreational and educational opportunities in appropriate areas to enhance appreciation for existing environmental resources.
d. Identify areas of environmental concern and protect and preserve environmental resources.
e. Conserve open space and protect areas of significant riparian benefit, tree canopy and other environmental resources through cluster development provisions, density controls, protective easements and/or other development tools.

Rural Residential Areas:

Rural Residential Areas recognize existing low-density, large lot residential development, but are identified to encourage the conservation and preservation of woodlands, grasslands, or agricultural lands that are sparsely settled. They may or may not have adequate street and water infrastructure or public services, such as police and fire, to support urban or suburban densities and development patterns nor should these services be expanded to accommodate further growth unless they are in line with the following guiding principles:

Guiding Policies:

a. Allow and encourage historical agricultural and related uses to continue and to occur as permanent land uses within planned developments.
b. If developed, encourage alternative development patterns, such as conservation or cluster development types, to achieve compatibility with surrounding rural areas.
c. Foster a culture that supports local food production on a variety of scales.
d. Encourage, preserve and protect viable agribusinesses such as orchards, berry farms and small scale produce-yielding businesses that provide goods for the local market.

Mally Wagnon Road

Low Density Rural

Residential Neighborhood Areas:

Residential Neighborhood Areas are primarily residential in nature and support a variety of housing types of appropriate scale and context, including single family, multifamily and row-houses. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features in the natural environment.

Brookhaven Neighborhood

Lakewood Neighborhood

Charleston Place

Wilson Park Neighborhood

CITY PLAN 2030

Guiding Policies:

a. Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.
b. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
c. Eliminate design elements that prohibit complete, compact and connected neighborhoods.
d. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
e. Encourage a development scale to maintain compatibility, use and proportionality between a variety of residential and nonresidential land uses.
f. Site new residential areas accessible to roadways, alternative transportation modes, community amenities, schools, infrastructure, and retail and commercial goods and services.
g. Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.
h. Continue to encourage context-sensitive streets, allowing for efficient access to commercial and residential areas for vehicles, pedestrians and cyclists.

Corner Business

Monterey Apartments

Neighborhood Residential

City Neighborhood Areas:

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multifamily. Non residential uses range in size, variety and intensity from grocery stores and offices to churches, and are typically located at corners and along connecting corridors. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

City Neighborhood Areas encourage complete, compact and connected neighborhoods and are intended to serve the residents of Fayetteville, rather than a regional population. While they encourage dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient urban layout.

Guiding Policies:

a. Protect adjoining properties from the potential adverse impacts associated with non-residential uses adjacent to and within residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, drainage, and effects on property values.
b. Provide non-residential uses that are accessible for the convenience of individuals living in residential districts and where compatibility with existing desirable development patterns occurs.
c. Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to these areas; encourage walkability as part of the street function.

Three Sisters Building

Chestnut Lofts

Neighborhood shopping should be within walking distance of residential use, or approximately one-quarter mile.

d. Encourage developers to designate and plan for mixed-use corners at the time of approval to properly plan for accessibility to these areas.
e. Encourage pedestrian-friendly, mixed-use buildings through the use of transparent glass for commercial uses at street level and building entrances that address the street.
f. Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.
g. Encourage mixed-use development that is sensitive to surrounding residential uses and allows for day and night utilization of available parking.
h. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
i. Encourage properties to redevelop in an urban form.
j. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
k. Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation.
l. Manage non-residential development within and adjoining residential neighborhoods to minimize nuisances.
m. Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.

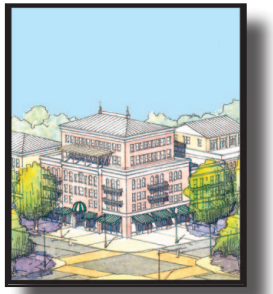
Girl Scouts Building

Sycamore Lofts

Summerhill Townhouses

Hill Place Apartments

CITY PLAN 2030



Urban Center Areas:

Urban Center Areas contain the most intense and dense development patterns within the City, as well as the tallest and greatest variety of buildings. They accommodate rowhouses, apartments, local and regional retail, including large-scale stores, hotels, clean tech industry and entertainment uses. These areas are typified by their location adjacent to major thoroughfares with high visibility, usually automobile-dependent customers and large areas dedicated to parking. Although **Urban Center Areas** recognize the conventional big-box and strip retail centers developed along major arterials, it is expected that vacant properties will be developed into traditional mixed-use centers, allowing people to live, work and shop in the same areas. Additionally, infill of existing development centers should be strongly encouraged, since there is greater return for properties already served by public infrastructure.

Arkansas Research & Tecnology Park

The Lofts at Underwood

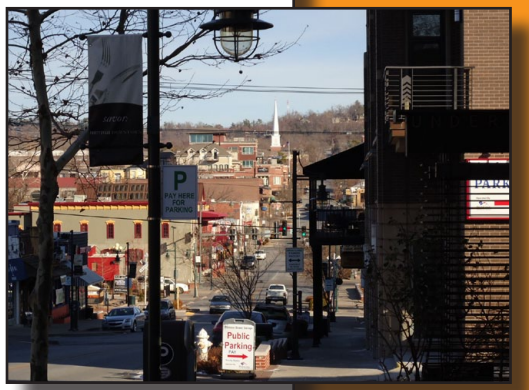
Guiding Policies:

a. Encourage mixed-use development to allow for shared parking and day and night utilization of available parking.
b. Encourage intensive mixed-use development within one-quarter mile of public transit routes.
c. Provide enough retail business and service space to enable Fayetteville to realize its full potential as a regional market.
d. Encourage continuing improvements and expansion of regional shopping and entertainment attractions.
e. Require that large commercial sites be designed and landscaped in a manner that preserves the aesthetic character of their surroundings.
f. Direct new regional development into designated regional commercial centers.
g. Approve new regional commercial development as Planned Zoning Districts (e.g. shopping centers, business parks, medical parks, industrial parks and mixed-use developments) or complete neighborhood plans in order to assure the overall integration of design and use.

CITY PLAN 2030

h. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
i. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
j. Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation.
k. Utilize open space by providing pocket parks and community green space, creating connectivity of natural areas across the community.
l. Encourage the integration of clean tech industrial uses with residential and commercial uses.

Marriott Hotel

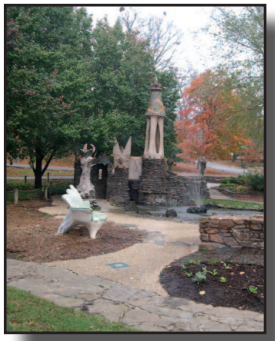


Dickson Street

Garland Center

Washington Regional Medical Center

CITY PLAN 2030

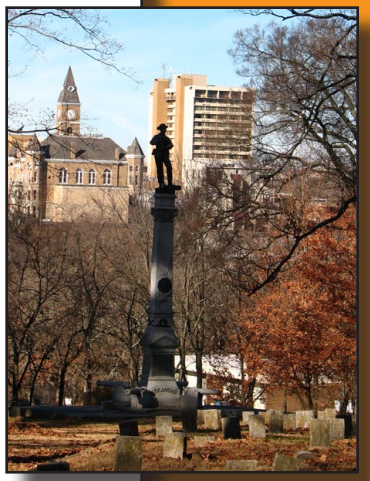


Civic and Private Open Space/Park Areas

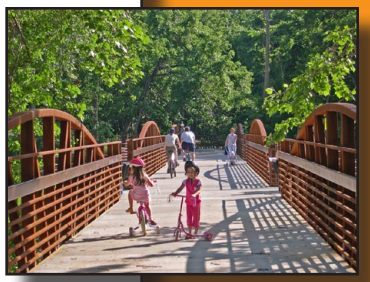
Civic and Private Open Space/Parks Areas are sites that are permanently dedicated to open space or park land.

Guiding Policies:

a. Encourage parkland dedication and conservation easements for trails that support the Fayetteville Alternative Trails and Transportation Plan, the 10-Year Parks Master Plan and the Enduring Green Network.
b. Provide an integrated network of open space areas throughout the City to serve local residents as well as provide a regional asset and visitor attraction.
c. Plan for the long-term preservation and enhancement of open space (including undeveloped natural areas, utility corridors, and key scenic corridors) within the Fayetteville green network.
d. Conserve open space within the Fayetteville green network through private acquisition and other acceptable conservation methods.
e. Encourage the creation of connected trails and walkways between community activity areas and neighborhoods and enhance with kiosks and rest stations.
f. Encourage community-based "green" infrastructure such as rain gardens, vegetated drainages and bio-retention facilities.
g. Encourage pocket parks, especially in the urban center areas.



Confederate Cemetery



Lake Fayetteville Spillway Bridge

Civic Institutional Areas:

Civic Institutional Areas are dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, government, education or transit and municipal parking.

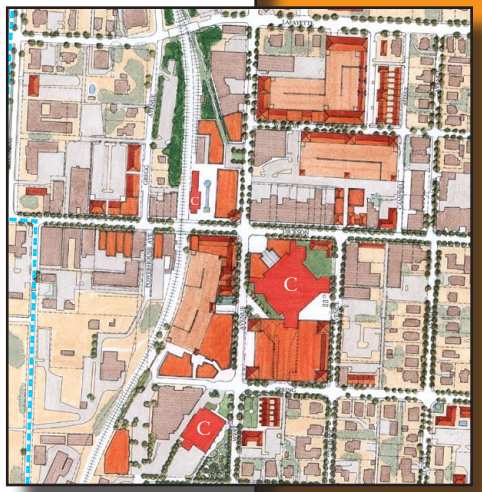
Guiding Policies:

a. Encourage the establishment of civic institutional areas in locations that would serve large concentrations of Fayetteville citizens.

Blair Library

Boys and Girls Club

Complete Neighborhood Plans:



Downtown Master Plan

Complete Neighborhood Plan Areas are areas that have a Master Development Plan created through a public input process that has been approved by the City Council and includes the elements of a complete, compact and connected neighborhood.

Guiding Policies:

a. Refer to the applicable master plan for the guiding policies specific to the neighborhood because each complete neighborhood plan has been adopted with specific goals, objectives and strategies for implementation. These master plans should be referred to first as a land use guide.

Downtown Master Plan Res. 140-04
Walker Park Master Plan Res. 19-08
Fayette Junction Master Plan Res. 119-08

Industrial Areas:

Tyson Plant

Clean Technology Building

Industrial Areas are those areas with buildings that by their intrinsic function, disposition or configuration, cannot conform to one of the other designated areas and/or its production process requires the area to be separated from other uses.

Guiding Policies:

a. Noise, visual, air and water pollution shall be minimized though performance standards.
b. New industry shall be recruited and encouraged to locate within the existing industrial park unless rail access is necessary to the industry.
c. Industrial zones that are not consistent with the Future Land Use map should be rezoned to more appropriate uses.
d. Encourage the use of “green” technologies to minimize noise, air and water pollution.

Non-Municipal Government Areas:

Non-Municipal Government Areas are those areas that do not fall within the City's jurisdiction and are not subject to zoning or development regulations. These areas may include institutional campuses, county or state offices, etc.

Guiding Policies:

a. Encourage the integration and coordination of non-municipal government areas with planning and development in surrounding City-regulated areas,
b. Provide opportunities for integration of the areas into the City should the existing non-municipal government ever change, adding street connections, pedestrian and utility connections.

Washington County Courthouse

University of Arkansas

12.2 MASTER TRANSPORTATION PLAN

Amended September 17, 1996, Street Classifications, Res. No. 97-96
Amended September 6, 2005, Downtown Master Plan Street Classifications, Res. No. 183-05
Amended September 4, 2007, Res. No. 161-07

The Master Transportation Plan is the guiding policy that the community, City Staff, the Planning Commission and the City Council utilize to proactively guide decisions regarding street classification, design, location, form and function. The Master Transportation Plan prescribes and plans for the development of a multi-modal transportation system in the form of streets, sidewalks, bike lanes, trails and transit. A multimodal transportation system is vital to growing a livable transportation network. Consistent planning ensures that streets will efficiently circulate traffic within the community and connect Fayetteville to the rest of the region. Special emphasis should be placed on multi-modal transportation infrastructure design, access management and traffic speed and volume considerations when planning streets. The Master Transportation Plan is updated on a five year basis in conjunction with City Plan 2030 in order to be adaptable to change over time.

The Master Transportation Plan contains the Master Trails Plan and the Master Street Plan.

Master Trails Plan

The Fayetteville Alternative Transportation and Trails Master Plan (FATT Plan), guides the development of trails in the City's expanding trail network. The Master Trail Plan Map illustrates future trail alignments and trail corridors for the purpose of acquiring easements and right-of-way. As development occurs adjacent to future trail alignments, careful attention will be paid to acquiring easements and providing site design input during the development review process. The trail cross-sections that follow the Master Street Plan cross sections will be utilized for the construction of City trails. Trail surface materials may vary according to site considerations such as proximity to floodplains or floodways.

Master Street Plan

The Master Street Plan is comprised of a map illustrating the street classification and location, and a document of street cross sections showing the dimensional requirements of the street. In conjunction, these two documents are used to guide long range traffic planning through street function, design and location.

The City supports context sensitive street design that acknowledges the function and use of the street in relation to current and future land use. The design and dimensions of streets that fall under the same functional classification may vary greatly due to the surrounding existing or future land uses and the function of the street. For instance, a low traffic

speed collector in a neighborhood may have on-street parking while a higher traffic speed collector would have bike lanes. The City's access management and street connectivity policies provide the tools to guide the access and dispersal of traffic.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transportation providers. Therefore, the City should consult with transportation providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exists.

Streets in University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design and construction or reconstruction of streets located within the University of Arkansas campus area. These streets are identified on the map and within this document. Streets identified on the Master Street Plan Map and within the University of Arkansas boundary are intended to be reviewed concurrently with City and University staff prior to design. These streets should be consistent with the policies of the Master Street Plan, but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum of unobstructed width on all roads, which is reflected in the proposed street cross-sections. If structures on either side of the road exceed 30 feet or three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

The following street cross-sections are functionally classified in accordance with the U.S. Department of Transportation's National Highway Functional Classification Study Manual. In addition, the street cross-sections provide sensitivity to context by providing options for both suburban and urban developments and accommodating cyclists and low-impact development neighborhoods. Additional utility easements will be required outside of the specified right-of-way on a project specific basis, as determined by the utility companies.

12.2.1 ALLEYS

Alleys are used in conjunction with streets to provide rear access to properties, garages and off-street parking. Driveways connected to alleys should have sufficient depth to allow vehicles to park and not encroach into the alley right-of-way.

Solid Waste

Solid waste pick-up is allowed, subject to the following standards:

- "No parking" signs are installed at the entrance(s) and mid-block locations.
- Designated locations for carts and recycle bins are kept free of obstructions.
- Bulk hauling and brush collection is placed at the public street.
- Building walls and projections are located at least 10' from the edge of the alley pavement. To prevent encroachment into the right-of-way, additional separation may be required if parking is provided between the building and alley.
- On-street parking is provided.
- Address numbers are installed on the front and rear of every structure.
- Minimum radius requirements are provided.
- Dead-end alleys are prohibited.

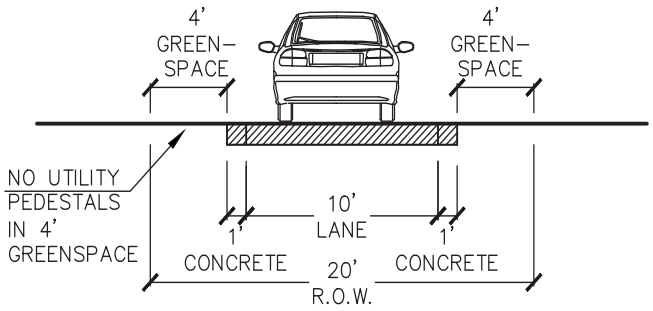
Fire Department

Alleys used in conjunction with single- and two-family units are not intended to serve as fire access roads when structures also adjoin a private or public street that provides the required fire access. Fire access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

When an alley serves as the sole access, or when more than one access is required due to building height, condition of terrain, climatic conditions, the potential for impairment of a single road by vehicle congestion, or other factors that could limit access, alleys may need to be designed in accordance with the Arkansas Fire Code to support apparatus access, with approval from the fire code official.

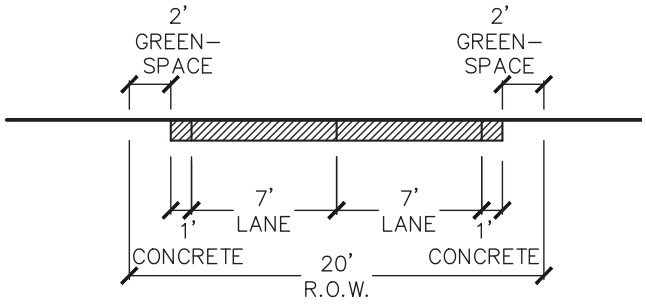
1a RESIDENTIAL REAR ALLEY: ONE-WAY

Design Service Volume:	< 200 vpd
Travel Lanes:	One 10’ lane
Parking:	Not allowed within alley R.O.W.
Paved Width:	12’ from outer edge of concrete strip
Right of Way:	20’
Sidewalks:	None
Greenspace:	Both sides of alley, min. 4’ wide, unencumbered
Curb cuts:	Continuous access possible No curb required



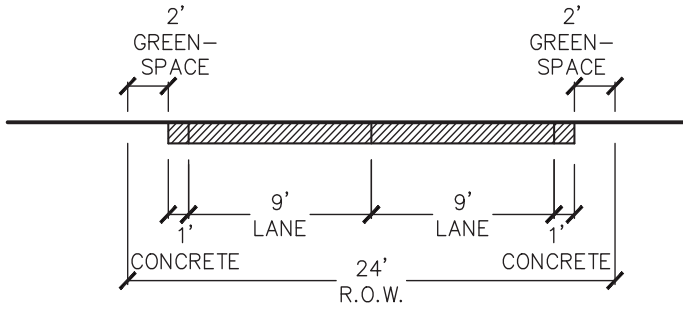
1b RESIDENTIAL REAR ALLEY: TWO-WAY

Design Service Volume:	< 200 vpd
Travel Lanes:	Two 7’ lanes
Parking:	Not allowed within alley R.O.W.
Paved Width:	16’ from outer edge of concrete strip
Right of Way:	20’
Sidewalks:	None
Greenspace:	Both sides of alley, min. 2’ wide, unencumbered
Curb cuts:	Continuous access possible No curb required



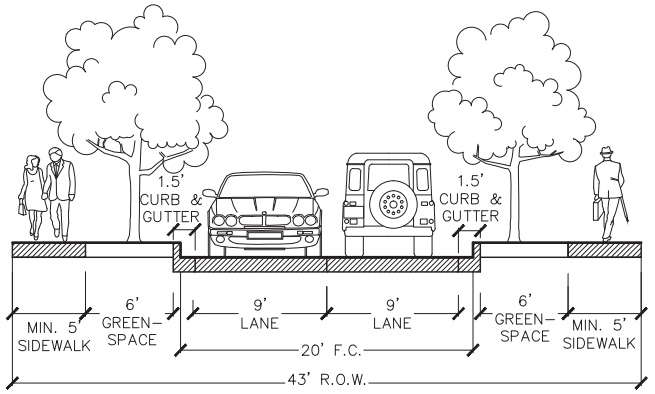
1c COMMERCIAL REAR ALLEY: ONE- OR TWO-WAY

Design Service Volume:	< 200 vpd
Travel Lanes:	Two 9’ lanes
Parking:	Not allowed within alley R.O.W.
Paved Width:	20’ from outer edge of concrete strip
Right of Way:	24’
Sidewalks:	None
Greenspace:	Both sides of alley, min. 2’ wide, unencumbered
Curb cuts:	Continuous access possible No curb required



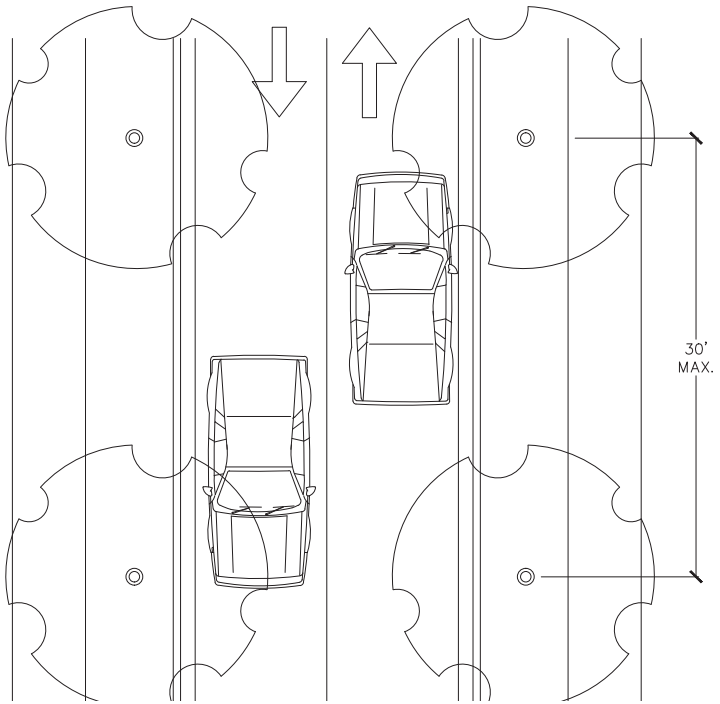
12.2.2 RESIDENTIAL STREETS

RESIDENTIAL STREETS provide for the lowest level of traffic and service. They provide access to residential property and are intended to be used only by local traffic. A high degree of street connectivity is required for easy dispersal of traffic. Residential Street block lengths shall not exceed 600 feet. Residential streets have a low level of access management, with curb cuts permitted every 50 feet.



2a RESIDENTIAL:

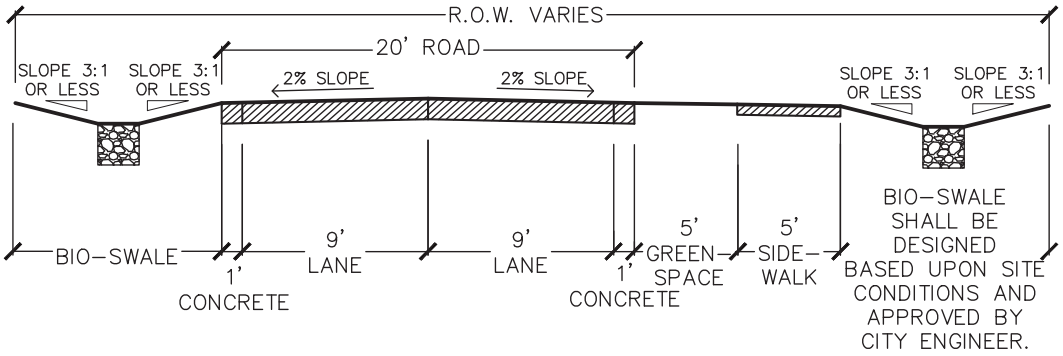
Design Service Volume:	< 300 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9' lanes
Parking:	Not Allowed
Paved Width:	20' from face of curb
Right of Way:	43'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide



* ST 37 may substitute for the Residential Street cross-section urban condition.

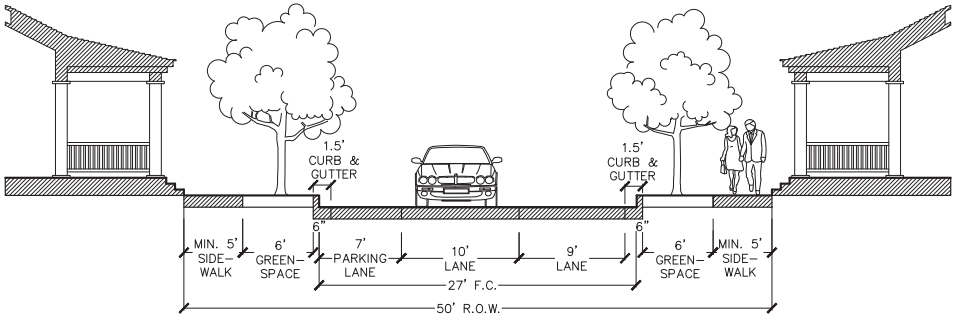
2b RESIDENTIAL LOW-IMPACT DEVELOPMENT:

Design Service Volume:	< 300 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9’ lanes
Parking:	Not Allowed
Paved Width:	20’
Right of Way:	Varies
Sidewalks:	One, at least 5’ wide, adjoining 5’ greenspace
Greenspace:	One side of street, min. 5’ wide
Bio-Swale:	Both sides of street, width dependent upon site conditions and approved by City Engineer. Tree plantings may be permitted by the Urban Forester



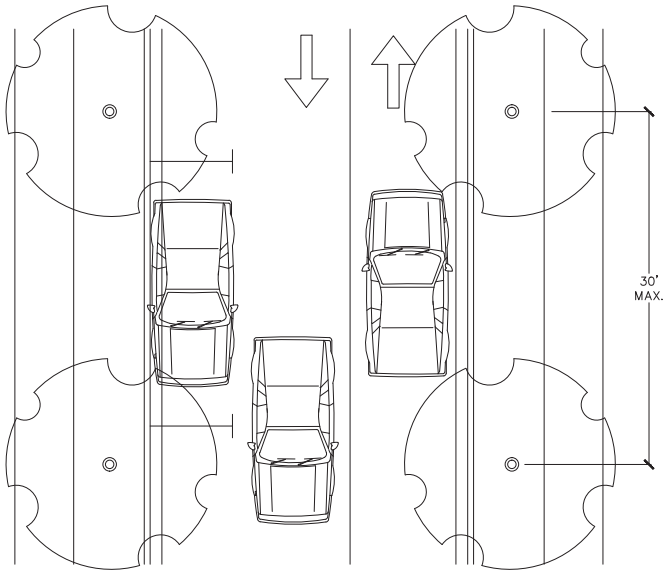
12.2.3 LOCAL STREETS

LOCAL STREETS provide for a moderate level of traffic flow and service. They provide access to abutting land uses and provide connections to higher order street classifications. Local Urban streets are encouraged in City Neighborhood and Urban Center areas as depicted on the Future Land Use Map. Local Urban Streets are also appropriate for areas that may function as a main street for a neighborhood, offering mixed uses and a pedestrian-friendly environment. LOCAL STREETS have a low to medium level of access management, with curb cuts permitted every 50 feet.



3a LOCAL:

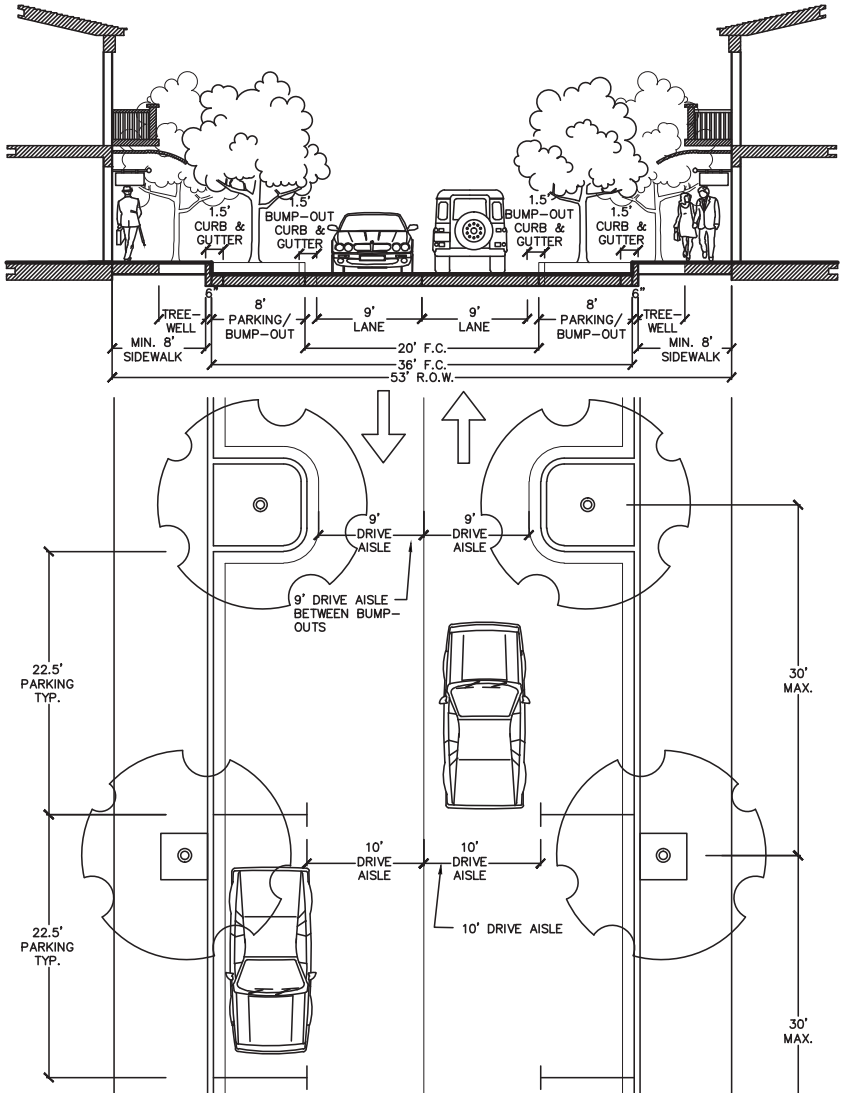
Design Service Volume:	< 4,000 vpd
Desired Operating Speed:	20-25 mph
Travel Lanes:	One 10' lane, One 9' lane
Parking:	One 7' lane
Paved Width:	27' from face of curb
Right of Way:	50'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide. May be widened to facilitate Low-Impact Development techniques, subject to approval by City Engineer.



* ST 45 may substitute for local street cross-section in an urban condition.

3b LOCAL URBAN:

Design Service Volume:	< 4,000 vpd
Desired Operating Speed:	20-25 mph
Travel Lanes:	Two 9’ lanes
Parking:	Two 8’ lanes with bump-outs
Paved Width:	20’ from face of bump-out curb 36’ entire width to face of curb
Right of Way:	53’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells



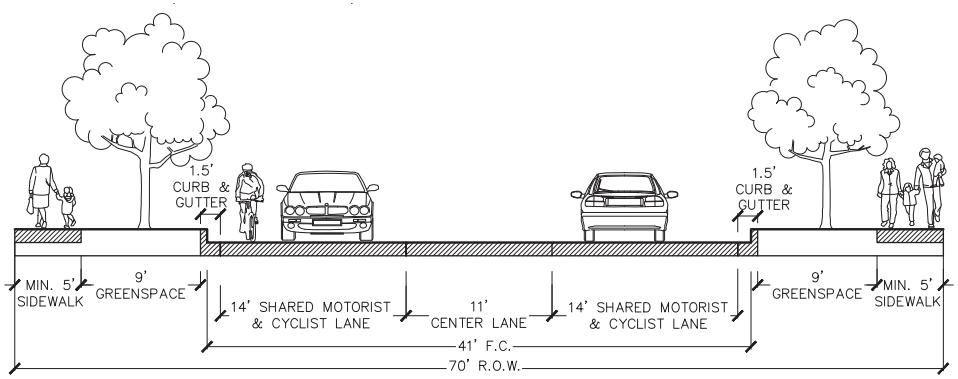
12.2.4 COLLECTOR STREETS

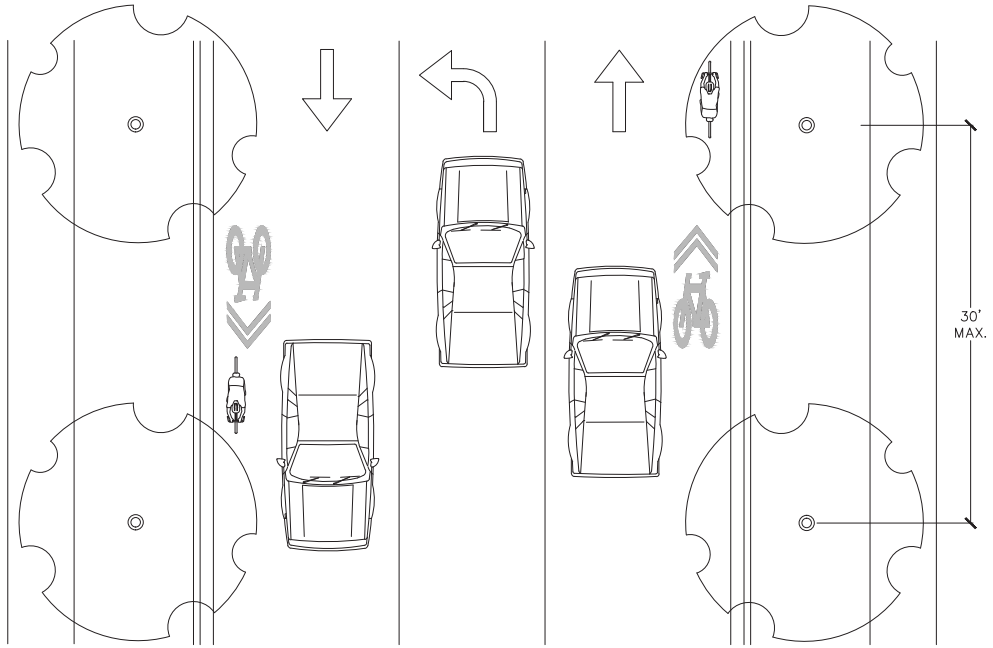
COLLECTOR STREETS provide traffic circulation within residential, commercial, and industrial areas. They collect traffic from local or residential streets in neighborhoods and facilitate traffic movement into the arterial system. Connections between arterials should be direct in order to disperse traffic throughout the city. Collector streets vary in width and function as they respond to the context of the adjacent land uses. A minimum right-of-way of 59 feet shall be provided where a collector is depicted on the Master Street Plan with a 70-foot right-of-way provided at intersections with other collectors, minor arterials and principal arterials. The intersection right-of-way must extend a minimum of 200 feet from the intersection. A 70-foot right-of-way may be required if the volume or turning movements of traffic generated or predicted warrants a continuous turning lane. All collectors have a moderate level of access management with curb cuts permitted every 100 feet.

The City recognizes that the design of collector streets may vary depending upon the context of the existing and future land use in a particular area. The following three collector cross sections provide flexibility in context while utilizing a standard right-of-way and pavement width. This permits multiple configurations of on-street parking and bicycle facilities through different pavement markings and striping. The standard pavement width will enable the street to easily transform as land use intensity or density changes over time.

4a COLLECTOR (INTERSECTION):

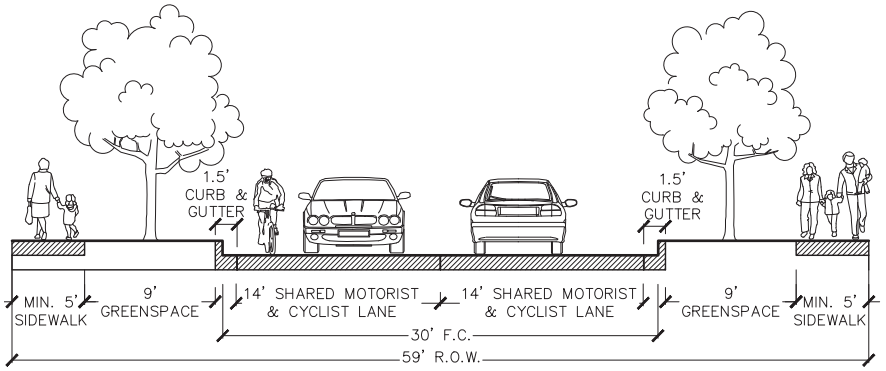
Design Service Volume:	< 4,000 vpd, < 6000 vpd with left turn bays
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 14’ shared motorist and cyclist lanes
Turn Lane:	11’ turn bays where warranted
Bicycle Lanes:	Shared with motorist lane
Parking:	None
Paved Width:	41’ from face of curb
Right of Way:	70’
Sidewalks:	Both sides of street, min. 5’ wide, located in R.O.W. at R.O.W. line.
Greenspace:	Both sides of street, min. 9’ wide

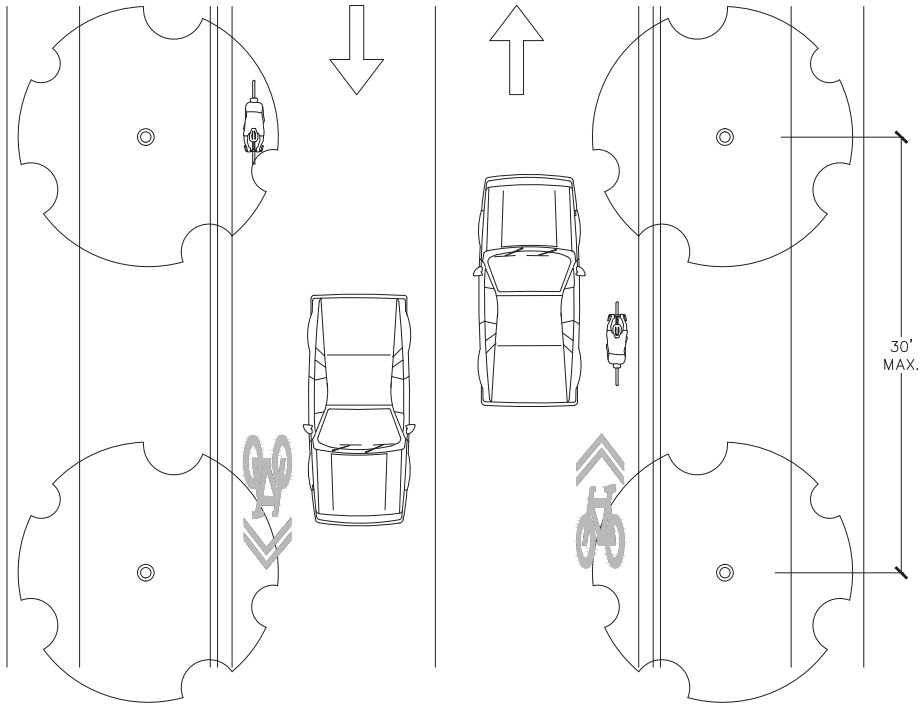




4b COLLECTOR (SHARROW):

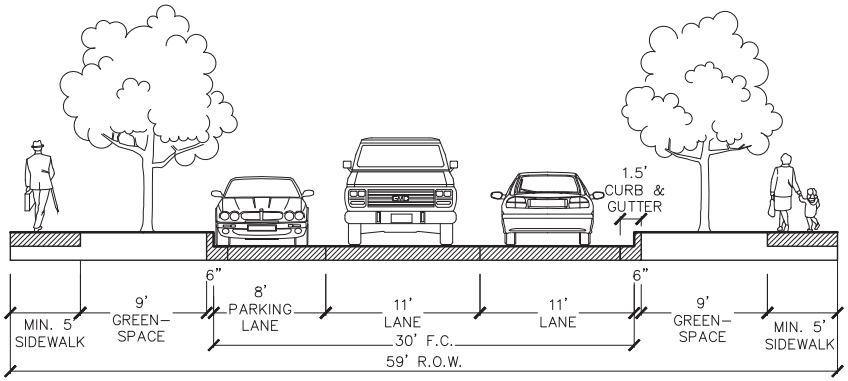
Design Service Volume:	< 4,000 vpd, < 6000 vpd with left turn bays
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 14’ shared motorist and cyclist lanes
Turn Lane:	11’ turn bays where warranted (See 4a)
Bicycle Lanes:	Shared with drive lane
Parking:	None
Paved Width:	30’ from face of curb
Right of Way:	59’
Sidewalks:	Both sides of street, min. 5’ wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 9’ wide

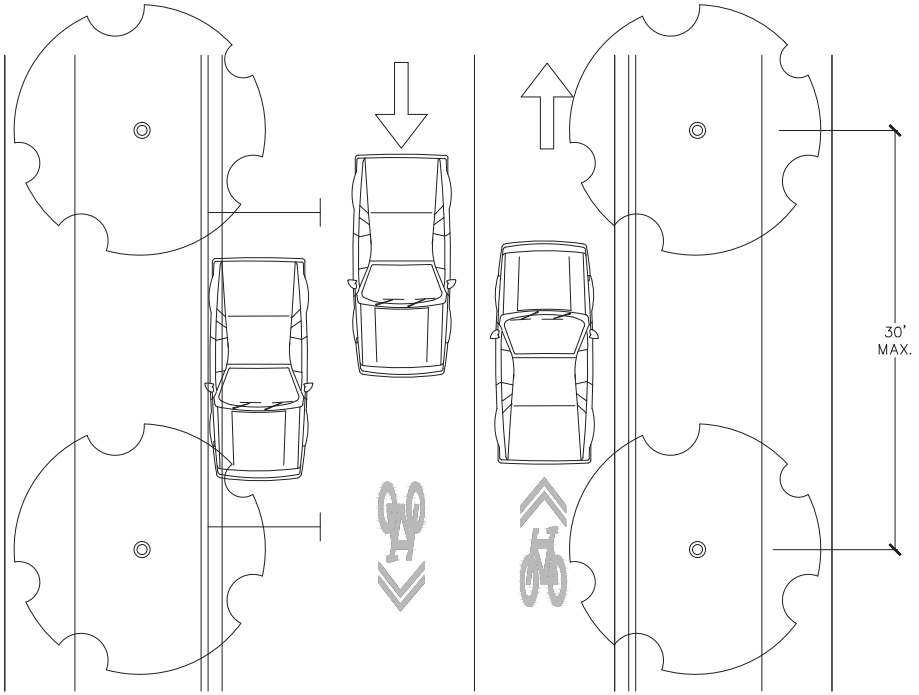




4c COLLECTOR (WITH PARKING):

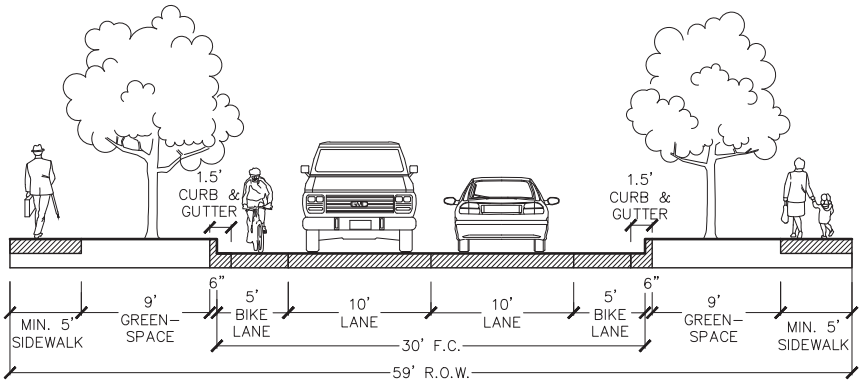
Design Service Volume:	< 4,000 vpd, < 6000 vpd
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 11' motorist lanes
Turn Lane:	None
Bicycle Lanes:	Shared with motorist lanes
Parking:	One 8' lane
Paved Width:	30' from face of curb
Right of Way:	59'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.
Greenspace:	Both sides of street, min. 9' wide

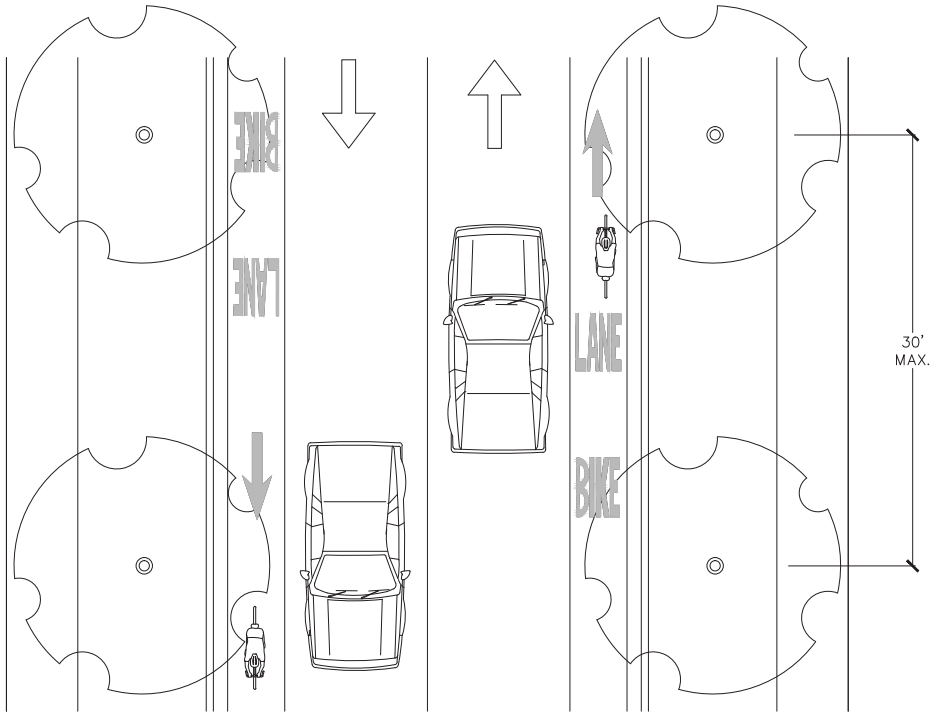




4d COLLECTOR (WITH BICYCLE LANES):

Design Service Volume:	< 4,000 vpd, < 6000 vpd
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 10' motorist lanes
Turn Lane:	None
Bicycle Lanes:	5' wide, both sides of street against curb
Parking:	None
Paved Width:	30' from face of curb
Right of Way:	59'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.
Greenspace:	Both sides of street, min. 9' wide



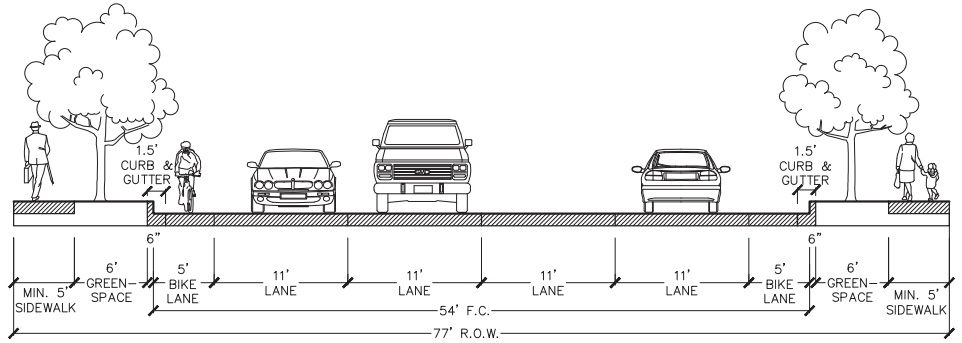


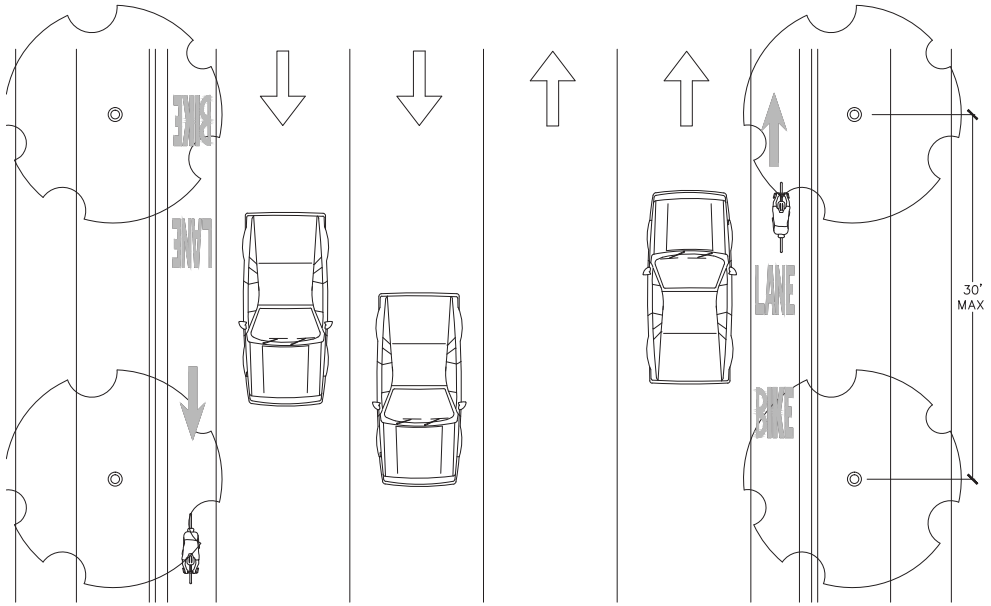
12.2.5 MINOR ARTERIAL STREETS

MINOR ARTERIAL STREETS provide mobility throughout the city, encouraging multiple modes of transportation within the arterial network. Access should be limited to controlled intersections where possible. They have a moderate level of access management.

5 MINOR ARTERIAL:

Design Service Volume:	< 12,200 vpd
Desired Operating Speed:	30-40 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	5' wide, both sides of street next to curb
Parking:	None
Paved Width:	54' from face of curb
Right of Way:	77'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide



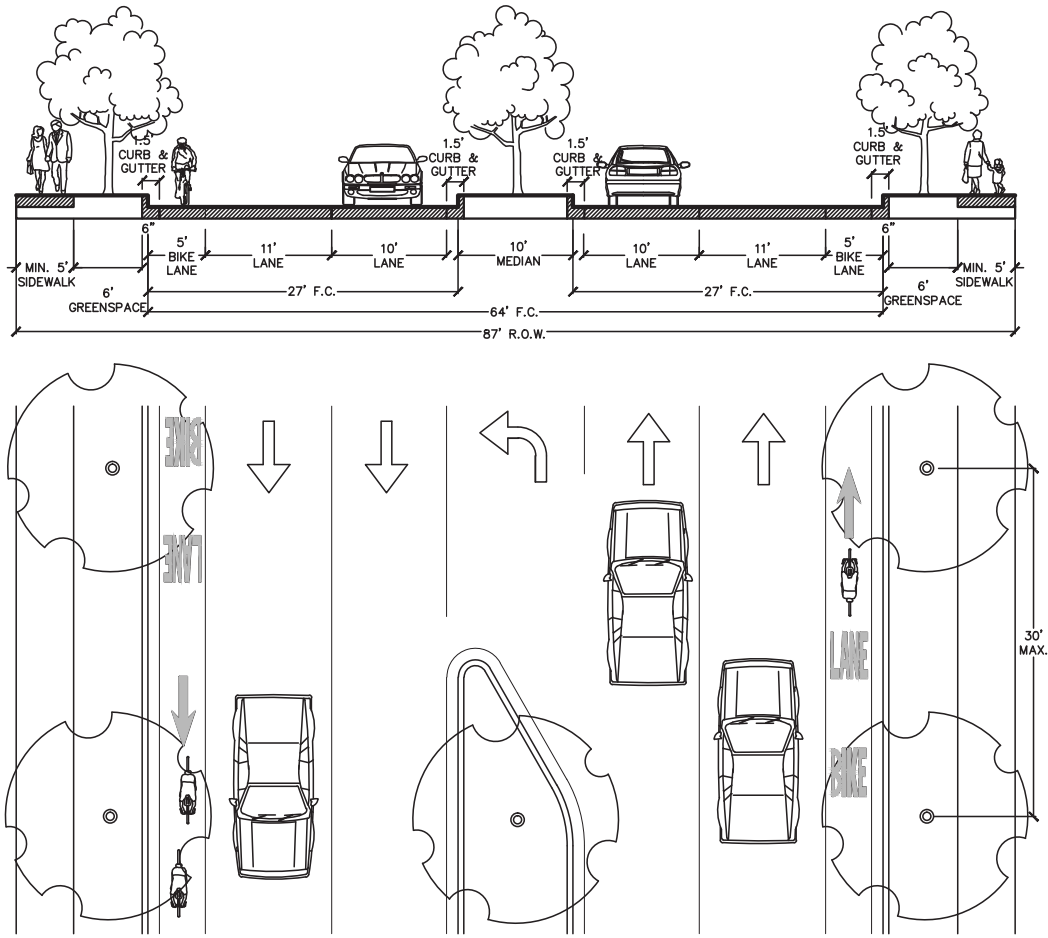


12.2.6 PRINCIPAL ARTERIAL STREETS

PRINCIPAL ARTERIAL STREETS carry high volumes of through traffic. They are designed as boulevards for beauty and safety. They have a high level of access management and access should be primarily by way of cross-streets rather than individual curb cuts.

6 PRINCIPAL ARTERIAL BOULEVARD (WITH BICYCLE LANES) :

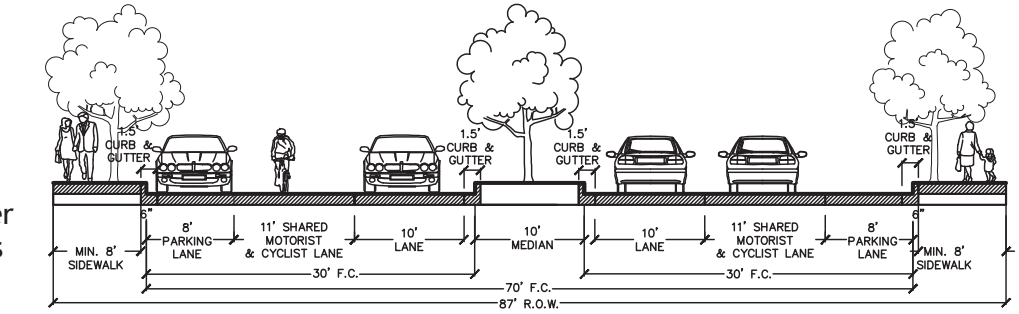
Design Service Volume:	< 17,600 vpd
Desired Operating Speed:	30-40 mph
Travel Lanes:	Four 11’ lanes
Bicycle Lanes:	5’ wide, both sides of street next to curb
Median:	10’, 12’ turn lane at intersections
Parking:	None
Paved Width:	27’ from face of curb 64’ entire width including median
Right of Way:	87’
Sidewalks:	Both sides of street, min. 5’ wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6’ wide

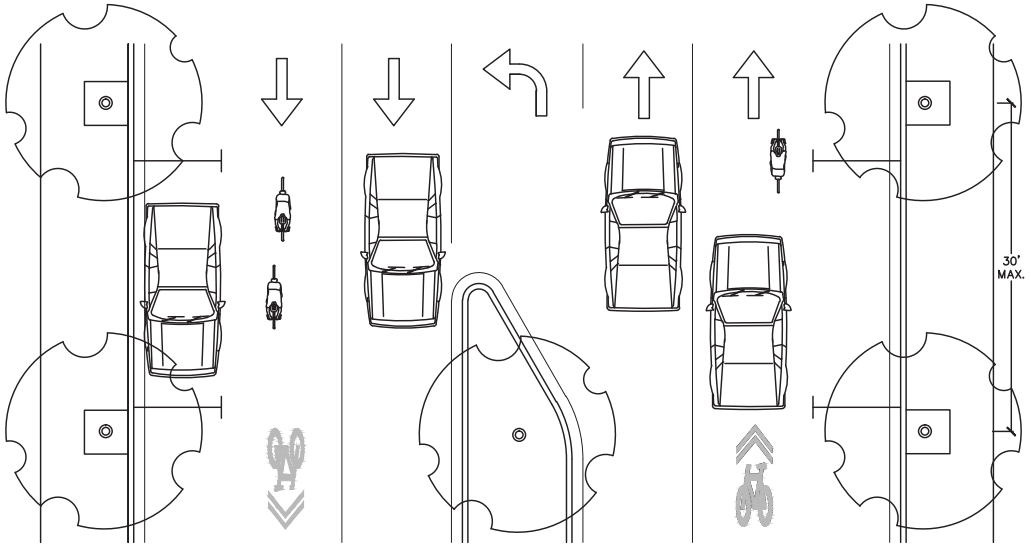


PRINCIPAL ARTERIALS WITH ON-STREET PARKING are intended to be used in compact urban environments that are highly walkable and where building entries front the street. This street section is not intended to be used where traffic speeds exceed 30 MPH.

7 PRINCIPAL ARTERIAL BOULEVARD (WITH PARKING):

Design Service Volume:	< 17,600 vpd
Desired Operating Speed:	25-30 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	Shared with outer auto travel lanes
Median/Turn Lane:	10' median, 12' turn lane
Parking:	8' lane, both sides of street
Paved Width:	30' from face of curb with median 42' from face of curb with turn lane 70' entire width including median
Right of Way:	87'
Sidewalks:	Both sides of street, min. 8' wide with grated tree wells against curb
Greenspace:	None



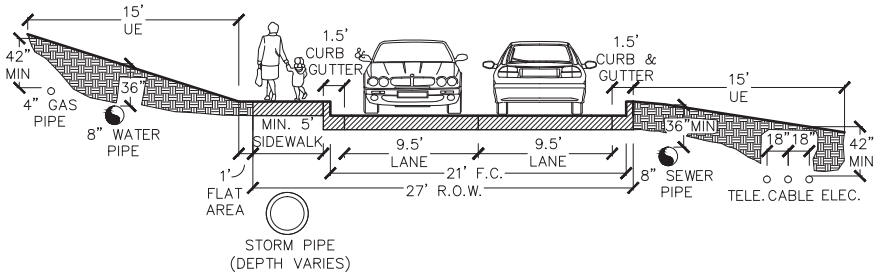


12.2.7 HILLTOP-HILLSIDE OVERLAY DISTRICT STREETS

H.H.O.D. (HILLTOP-HILLSIDE OVERLAY DISTRICT) STREETS are designed with a narrow right-of-way in order to minimize grading disturbance and tree removal, while still accommodating utility locations, vehicular and pedestrian movements. Hillside Residential streets carry limited traffic through neighborhoods, while Hillside Local streets collect traffic from the neighborhoods and disperse it to minor arterials. They have a low level of access management.

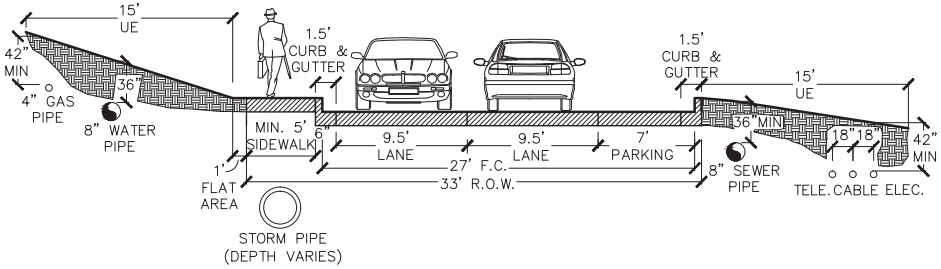
8a HILLSIDE RESIDENTIAL:

Design Service Volume:	< 500 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9.5’ lanes
Parking:	Not Allowed
Paved Width:	21’ from face of curb
Right of Way:	27’
Sidewalks:	One, at least 5’ wide, abutting curb
Greenspace:	None
Utility Easements:	Two, 15’ at R.O.W.



8b HILLSIDE LOCAL:

Design Service Volume:	< 4000 vpd
Desired Operating Speed:	20-25 mph
Travel Lanes:	Two 9.5’ lanes
Parking:	One 7’ lane
Paved Width:	27’ from face of curb
Right of Way:	33’
Sidewalks:	One, at least 5’ wide, abutting curb
Greenspace:	None
Utility Easements:	Two, 15’ at R.O.W.

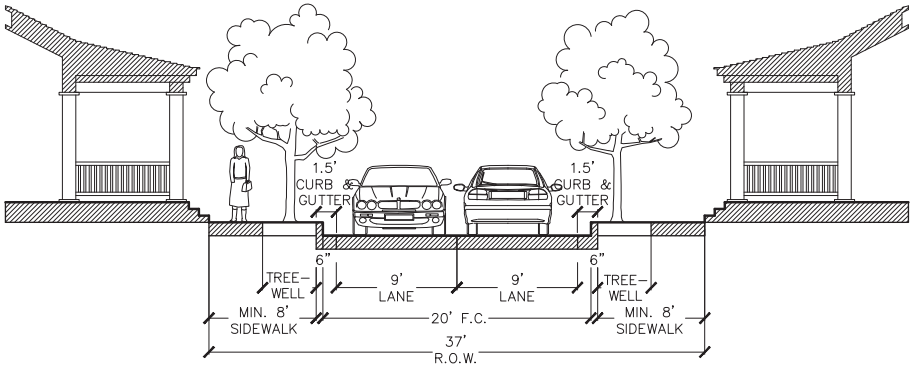


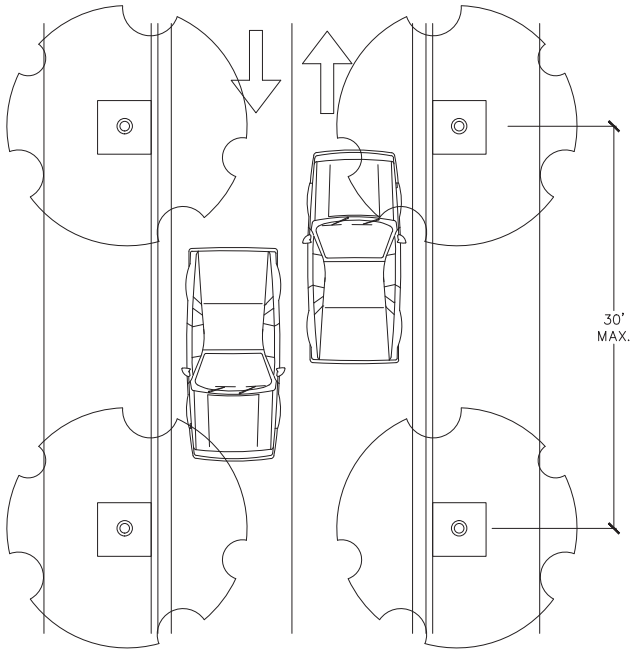
12.2.8 DOWNTOWN MASTER PLAN STREETS

DOWNTOWN MASTER PLAN STREETS are specific to the Downtown Master Plan area.

9a ST 37 9/9

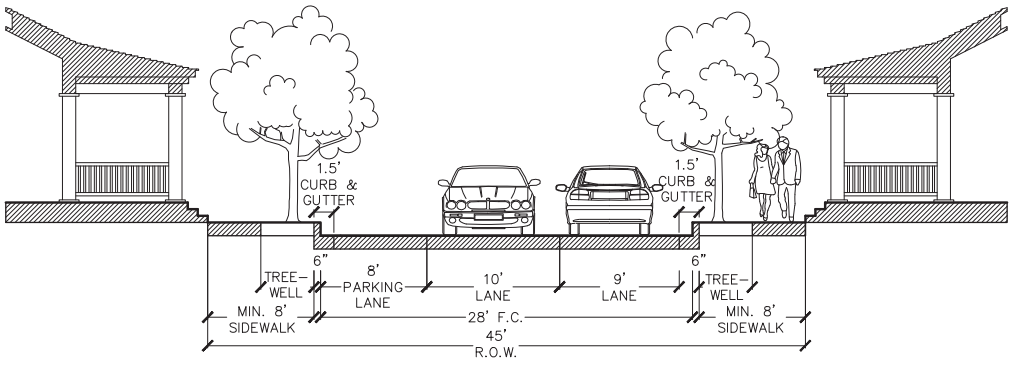
Design Service Volume:	< 300 vpd
Traffic Lanes:	Two 9’ lanes
Parking:	Not Allowed
Paved Width:	20’ from face of curb
Right of Way:	37’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

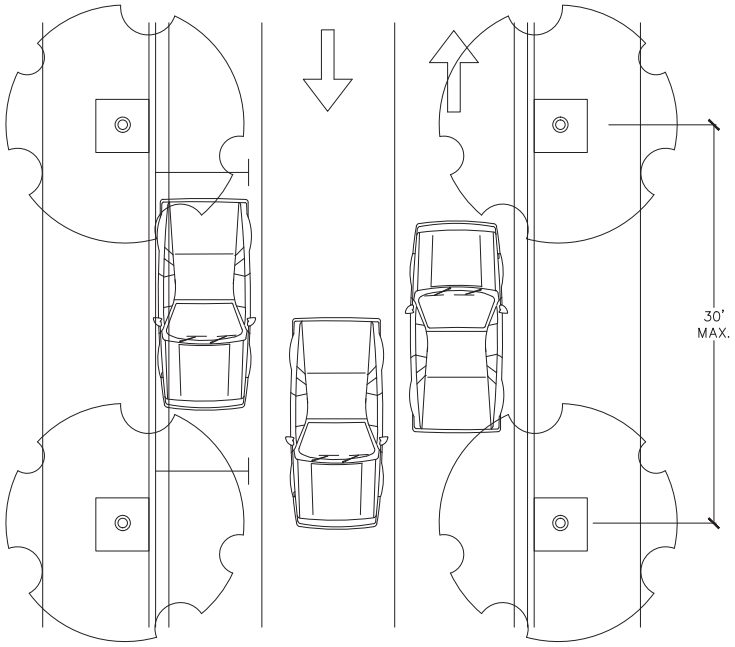




9b ST 45 8/10/9

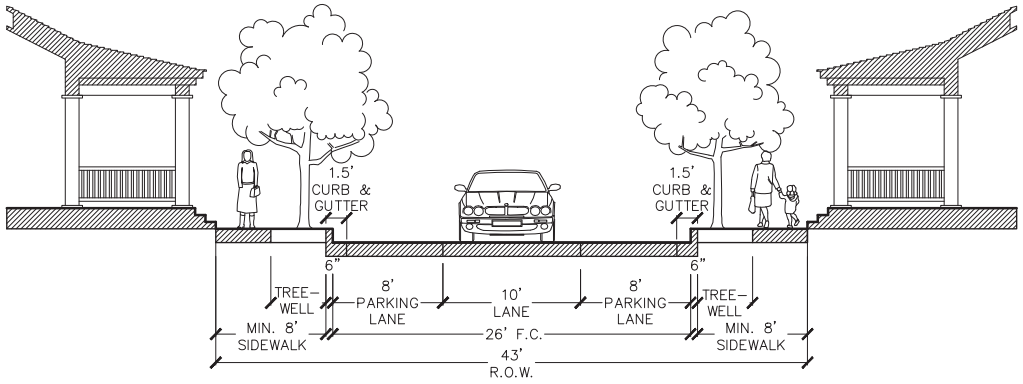
Design Service Volume:	< 300 vpd
Traffic Lanes:	One 10’ lane, one 9’ lane
Parking:	One 8’ lane
Paved Width:	28’ from face of curb
Right of Way:	45’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

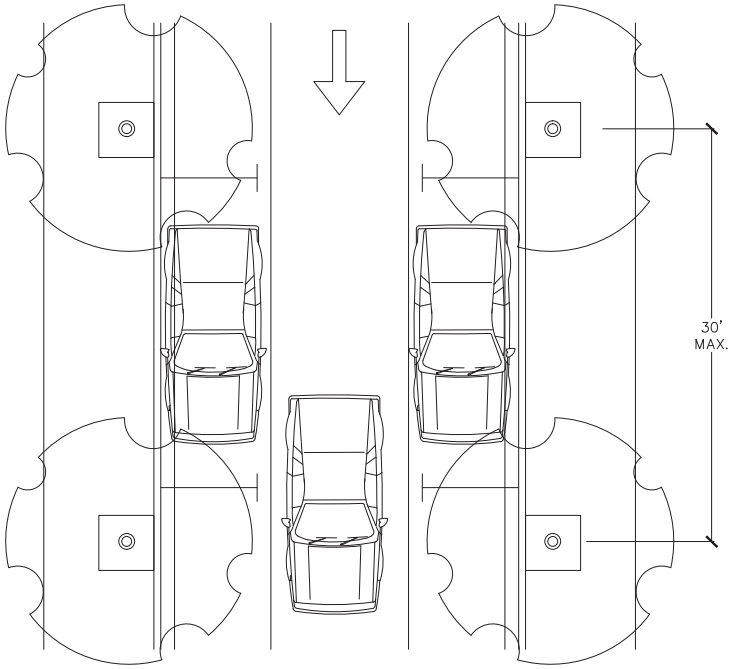




9c ST 43 8/10/8 *

Design Service Volume:	< 4,000 vpd
Traffic Lanes:	One 10’ lane
Parking:	Two 8’ lanes
Paved Width:	26’ from face of curb
Right of Way:	43’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

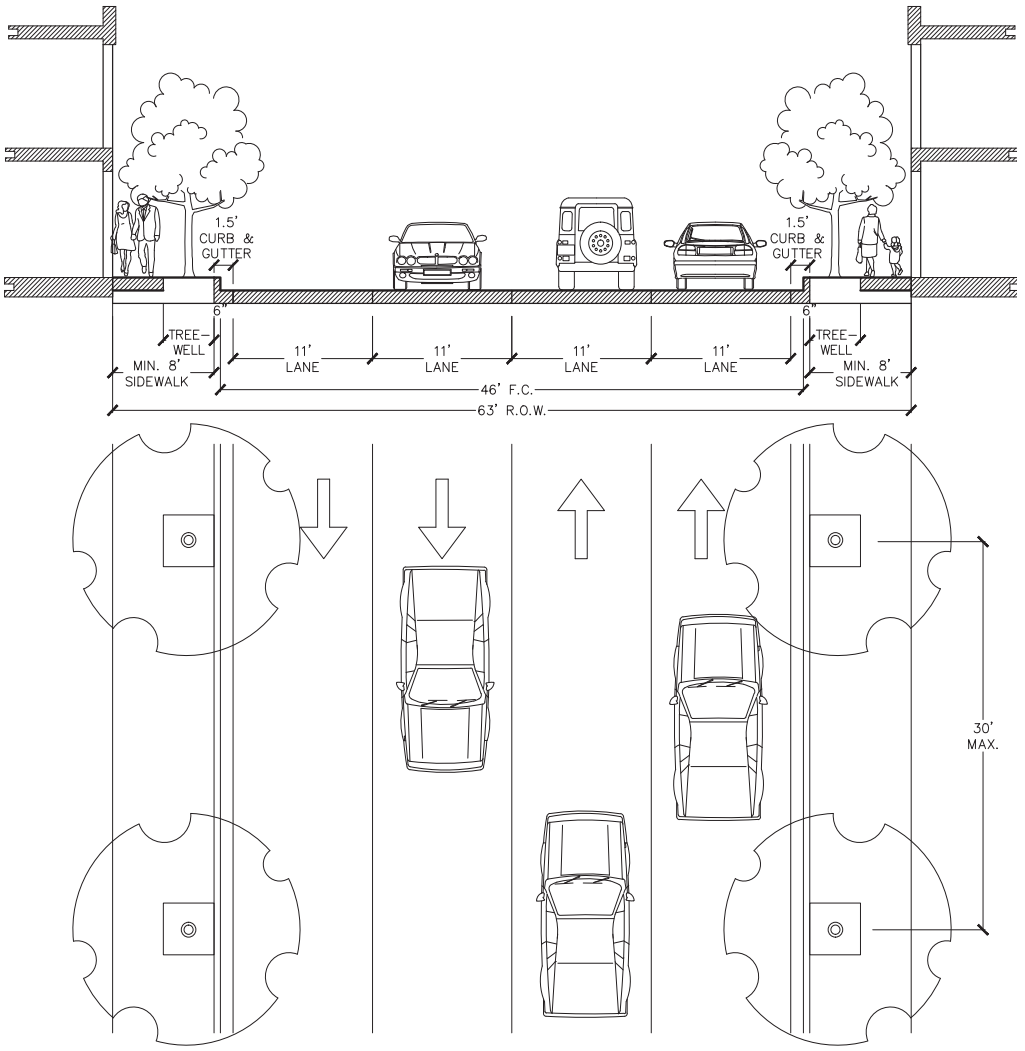




***** This street cross section is permitted only for portions of Locust Avenue and Meadow street in the Downtown Master Plan Area.

9d ST 63 11/11/11/11

Design Service Volume:	<17,600 vpd
Traffic Lanes:	Four 11’ lanes
Bicycle Lanes:	None
Parking:	None
Paved Width:	46’ from face of curb
Right of Way:	63’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

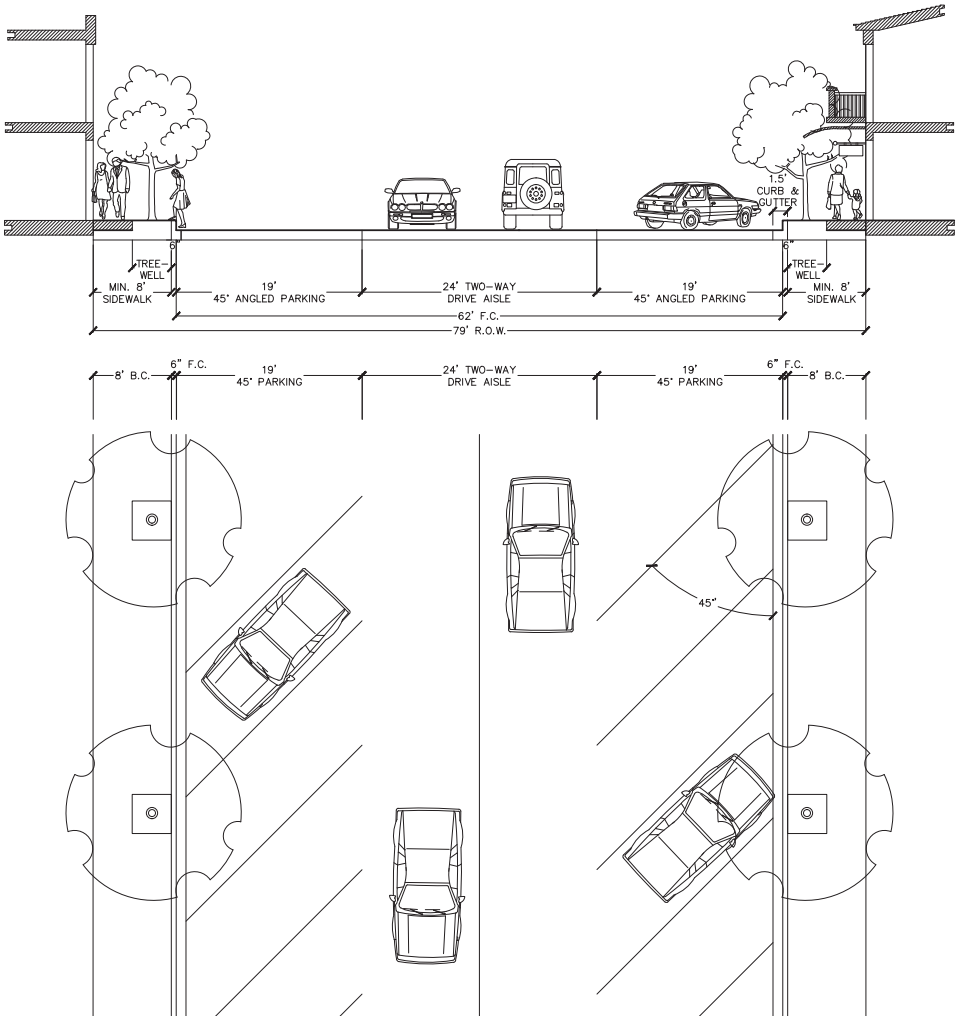


12.2.9 TWO-WAY SQUARE

The TWO-WAY SQUARE is designed to be utilized in town-square type scenarios, central to development, adjacent to mixed use with high volumes of pedestrian traffic. On street parking and high levels of pedestrian use keep vehicular speeds low.

10 TWO-WAY SQUARE

Design Service Volume:	< 4,000 vpd
Traffic Lanes:	Two 12’ lanes
Bicycle Lanes:	Shared with motorist lane
Parking:	Two 19’ lanes, angled 45˚, with back in or pull in
Paved Width:	62’ from face of curb
Right of Way:	79’
Sidewalks:	Both sides of street, min. 12’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

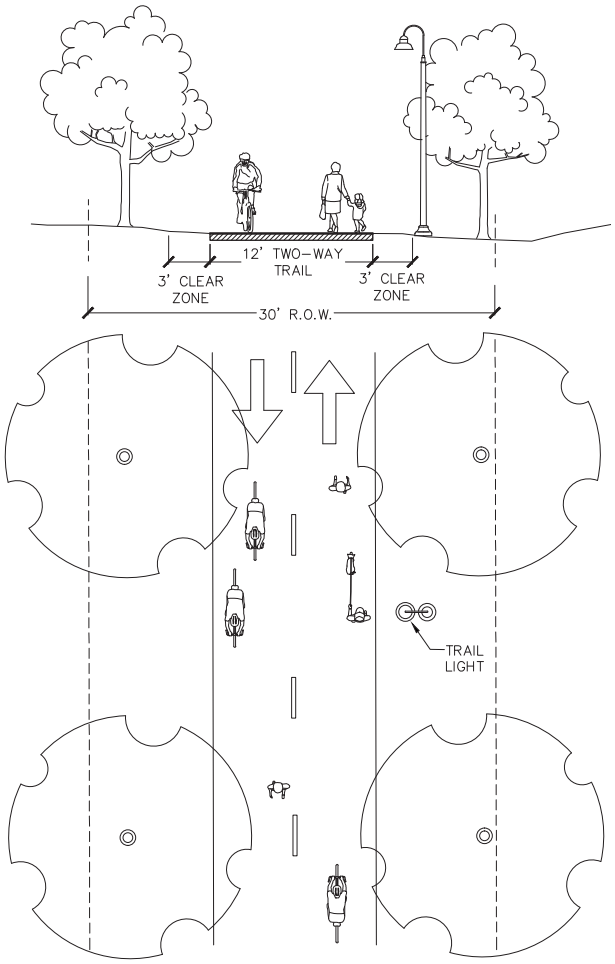


PAVED TRANSPORTATION TRAILS provide safe, alternative means of transportation for a variety of non-motorized uses. The Fayetteville Alternative Transportation and Trails Master Plan identifies trail corridors that connect neighborhoods, businesses, schools and parks. The goal of the Master Plan is to create an interconnected system of trails throughout Fayetteville to provide a network of alternative transportation routes for people of all ages to safely travel around the City.
All transportation trails are constructed 12 feet in width in order to accommodate the high volume and variety of users including walkers, joggers, strollers, bicycles, wheelchairs, and any other non-motorized use.

ASPHALT TRAIL is used in areas where the trail is located above of the flood prone areas and away from vehicle traffic. Trail pavement should match the adjacent pavement surface when connecting to existing trail.

CONCRETE TRAIL is used when the trail is located in a flood prone area along a creek. Concrete holds up much better than asphalt when subjected to flood waters. Concrete is also used at road crossings including the ramps and other areas where increased durability is necessary. Trail pavement should match the adjacent pavement surface when connecting to existing trail.

Desired Operating Speed:	15 mph
Travel Lanes:	Two 6’ lanes
Paved Width:	12’
Right of Way:	30’ minimum
Greenspace:	Both sides of trail



Master Transportation Plan Guiding Policies

Circulation: ***Guiding Policies***

In order to guide the formulation of a Master Transportation Plan and direct the Planning Commission regarding land use decisions which affect transportation issues, the following policies are suggested:

12.2.10.a Promote the coordinated and efficient use of all available and future transportation modes. (Goal 4)

12.2.10.b Meet the diverse transportation needs of the people of the City, including rural and urban populations and the unique mobility needs of the elderly and disability communities.

12.2.10.c Ensure the repair and necessary improvements of roads and bridges throughout the City to provide a safe, efficient and adequate transportation network.

12.2.10.d Minimize the harmful effects of transportation on public health and on air and water quality, land and other natural resources.

12.2.10.e Promote reliance on energy-efficient forms of transportation.

12.2.10.f Incorporate a public participation process in which the public has timely notice and opportunity to identify and comment on transportation concerns.

12.2.10.g Monitor and improve transportation facilities to conveniently serve the intra-city and regional travel needs of Fayetteville residents, business and visitors.

12.2.10.h Monitor the incidence of traffic accidents and implement physical and operational measures to improve public safety.

12.2.10.i Support mass transit which offers convenient and reliable alternatives to the automobile. (Goal 4e)

12.2.10.j Establish facilities which accommodate safe and convenient travel for pedestrians and bicyclists. (Goal 4e)

12.2.10.k Promote mixed-use and traditional neighborhood development to reduce roadway demand and change travel patterns. (Goal 3b, Goal 4)

12.2.10.l Encourage consideration of the impacts on the transportation network in land use decisions made by the Planning Commission.

12.2.10.m Periodically update the Master Street Plan in order to evaluate the context sensitivity and the appropriateness of right-of-way dedication requirements.

12.2.10.n Encourage the construction of sheltered bus stops and bicycle parking facilities at transit stops, shopping centers and employment centers.

12.2.10.o Support multi-modal transportation options such as trails, sidewalks, bike lanes and mass transit. (Goal 4)

12.2.10.p Promote the continued expansion of the City's trail network through proactive planning and the acquisition of trail easements. (Goal 4)

12.2.10.q Promote increased bicycle usage by providing integrated bicycle facilities on new and redesigned roadways, where appropriate. (Goal 4)

12.3 ANNEXATION

12.3.1 Purpose

Annexation is the inclusion of previously unincorporated lands within the City limits. Annexation has benefits to the residents of the annexed area as well as to the City. The residents gain access to urban services, such as enhanced police and fire protection, and have a voice in city government. The City gains the ability to control development and extend boundaries in a logical manner.

The purpose of this planning element is to take a more active approach toward annexations by identifying potential annexation areas and establishing annexation policies. The annexation policies will guide evaluation of future annexation proposals. The policies are designed to ensure that public services, infrastructure, and utility extension is properly addressed in order to manage growth. The potential annexation areas can become part of the City when annexation policies are met.

12.3.2 History and Trends

The original town was incorporated in 1870 with approximately 1200 acres. Since incorporation, the City has made 189 annexations, totaling 34,654.67 acres. Annexation activity was relatively slow until the 1940s, when over 2,500 acres were annexed with 10 annexations. During the 1950s, almost the same number of annexations took place, however, the total land area annexed was significantly smaller than in the 1940s. By the 1960s, annexation activity increased dramatically, with 42 annexations bringing over 18,000 acres into the City limits. Annexation numbers dropped in 1970 and stayed steady until the 1990s, when the number of annexations tripled from the 1980s. In 2000, the City contained 45 square miles, and in 2005, the City contained 50 square miles.

TABLE 12.3.1
ANNEXATION HISTORY
Fayetteville (1870 - 2006)

Time Period	Number of Annexations	Total Acres
1870	Original Town	1,202.48
1910	1	160.57
1932	1	83.60
1940 - 1949	10	2,572.05
1952 - 1958	9	1,194.66
1960 - 1969	42	18,250.55
1970 - 1978	12	1,347.14
1980 - 1988	9	1,591.87
1990 - 1999	27	2,106.70
2000 - 2005	61	3,559
2006 - 2010	18	3,719.09
Total	**182**	**35,857.15**

Source: City of Fayetteville,GIS, Dec. 2010

TABLE 12.3.2
SEVEN LARGEST ANNEXATIONS
Fayetteville (1870-2006)

Ordinance Number	Acres	Year
889	1,765	1946
1258	1,489.24	1961
1274	2,138.61	1961
1479	1,267.69	1966
1556	11,376.66	1967
2857	1,286.45	1982
4888	2,017	2006

Source: City of Fayetteville, GIS, Dec. 2010

Approximately 60 percent of the total annexations can be attributed to seven single annexations. Each of these annexations included more than 1,000 acres. Four of those six annexation occurred during the 1960s. The most significant annexation was in 1967 that added over 11,000 acres to the City limits. Until 1960, the number of persons per acre remained relatively high, but decreased between 1940 and 1960. The significant drop in persons per acre from 3.9 in 1960 to 1.3 in 1970 is reflective of the significant land area annexed during this time. The trend of decreasing persons per acre reversed in 1980 and increased over the next two and half decades. By 2000, the persons per acre was 2.2, however, this trend has again reversed, due to several large annexations, resulting in approximately 33% increase in land area since 2000.

TABLE 12.3.3
POPULATION VS. LAND AREA
Fayetteville (1940-2000)

Year	Population		Land Area		Persons Per Acre
	Persons	Percent Change	Acres	Percent Change	
1940	8,212	--	1,446.65	--	5.6
1950	17,017	107.2%	4,018.70	177.79%	4.2
1960	20,274	19.1%	5,213.36	29.73%	3.9
1970	30,729	61.7%	23,463.91	350.1%	1.3
1980	36,608	19.1%	24,811.05	5.74%	1.5
1990	42,247	15.0%	26,402.92	6.42%	1.6
2000	58,047	37.9%	26,756.46	7.98%	2.2
2006	67,020	15.5%	32,103.47	20.0%	2.1
2010	73,580	10.0%	35,454.00	10.0%	2.1

Source: City of Fayetteville, GIS, June 2006

12.3.3 State Statutes on Annexation

Arkansas Statutes

Title 14, Chapter 40 of the state statute discusses annexation. Annexations can be initiated by a municipality or by property owners.

A municipality can annex contiguous lands, lands surrounded by the municipality, unincorporated area that is completely bounded by two or more municipalities if the municipality has the greater distance of city limits adjoining the area, and land contiguous and in adjacent counties. To annex any contiguous lands, the governing body must adopt an ordinance, passed by two-thirds of the governing body and hold an election of the people. Those lands must meet one of the following criteria:

- Platted and held for sale or use as municipal lots;
- Whether platted or not, if the lands are held to be sold as suburban property;
- When the lands furnish the abode for a densely settled community or represent the actual growth of the municipality beyond its legal boundary;
- When the lands are needed for any proper municipal purposes such as for the extension of needed police regulation; or
- When they are valuable by reason of their adaptability for prospective municipal uses.

Contiguous lands must not be annexed if they meet either of the following criteria:

- Have a fair market value at the time of adoption of the ordinance of lands used only for agricultural or

horticultural purposes and the highest and best use of the land is for agricultural or horticultural purposes; or
- Are lands upon which a new community is to be constructed with funds guaranteed in whole or in part by the federal government under Title IV of the Housing and Urban Development Act of 1968 or under Title VII of the Housing and Urban Development Act of 1970.

To annex land surrounded by a municipality, the governing body can propose an ordinance to annex the property. Again, the lands must meet the criteria listed above. A public hearing must be held within 60 days of the proposed ordinance. A majority of the governing body must approve the annexation for it to become effective.

Property owners in areas contiguous and adjacent to a municipality may request annexation. They can apply with a petition of the majority of land owners in the area, if the majority of the total number of owners own more than one-half of the acreage affected.

12.3.4 Potential Annexation Areas

The potential annexation areas should be identified by the City using the following criteria.

- Areas that are already urban in character.
- Areas than can be developed at urban densities.
- Immediate areas are those that are peninsulas or islands, where municipal services have already been extended.
- Vacant lands that are subject to development pressure.
- Areas where urban services are already provided.
- Areas where urban services are needed.

12.3.5 Annexation Guiding Policies

Boundaries

12.3.5.a Annex existing islands and peninsulas and do not annex areas that would create an island or peninsula.

12.3.5.b Proposed annexation area must be adjacent, or contiguous, to city limits.

12.3.5.c Areas should either include or exclude entire subdivisions or neighborhoods, not divide.

12.3.5.d Boundaries for annexed areas should follow natural corridors.

12.3.5.e The provision of services should be concurrent with development.

Environmentally Sensitive Areas

12.3.5. f Annex environmentally sensitive areas that could be impacted by development and utilize appropriate development regulations to protect those areas.

Emergency and Public Services

12.3.5.g Public services must be able to be provided efficiently in newly annexed areas.

12.3.5.h Annexed areas should receive the same level of service of areas already in the city limits.

12.3.5.i The ability to provide public services should be evaluated in terms of equipment, training of personnel, number of units and response time.

Infrastructure and Utilities

12.3.5.j Areas currently served by utilities and other public services should be annexed.

12.3.5.k Proposed annexation areas should not require the upgrading of utilities to meet the demands of development unless there is a threat to public safety.

12.3.5.l Phased annexation should be initiated by the City within active annexation areas based on planned service extensions or availability of services.

Intergovernmental Relations

12.3.5.m Promote long-range planning with adjacent jurisdictions.

12.3.5.n Establish agreements to address regional concerns, such as water, stormwater and sewer.

Administration of Annexations

12.3.5.o Develop a land use plan for annexation initiated by the City.

12.3.5.p Designate zoning districts for the property during the annexation process.

12.3.5.q An annexation study should be completed on all annexation proposals.

12.3.5.r Development proposals require a separate review from the annexation proposals.

12.3.5.s Residents should be fully informed of annexation activities.

12.3.5.t Encourage larger annexations to create acceptable boundaries.

12.3.5.u Conduct a fiscal impact assessments on large annexations.